

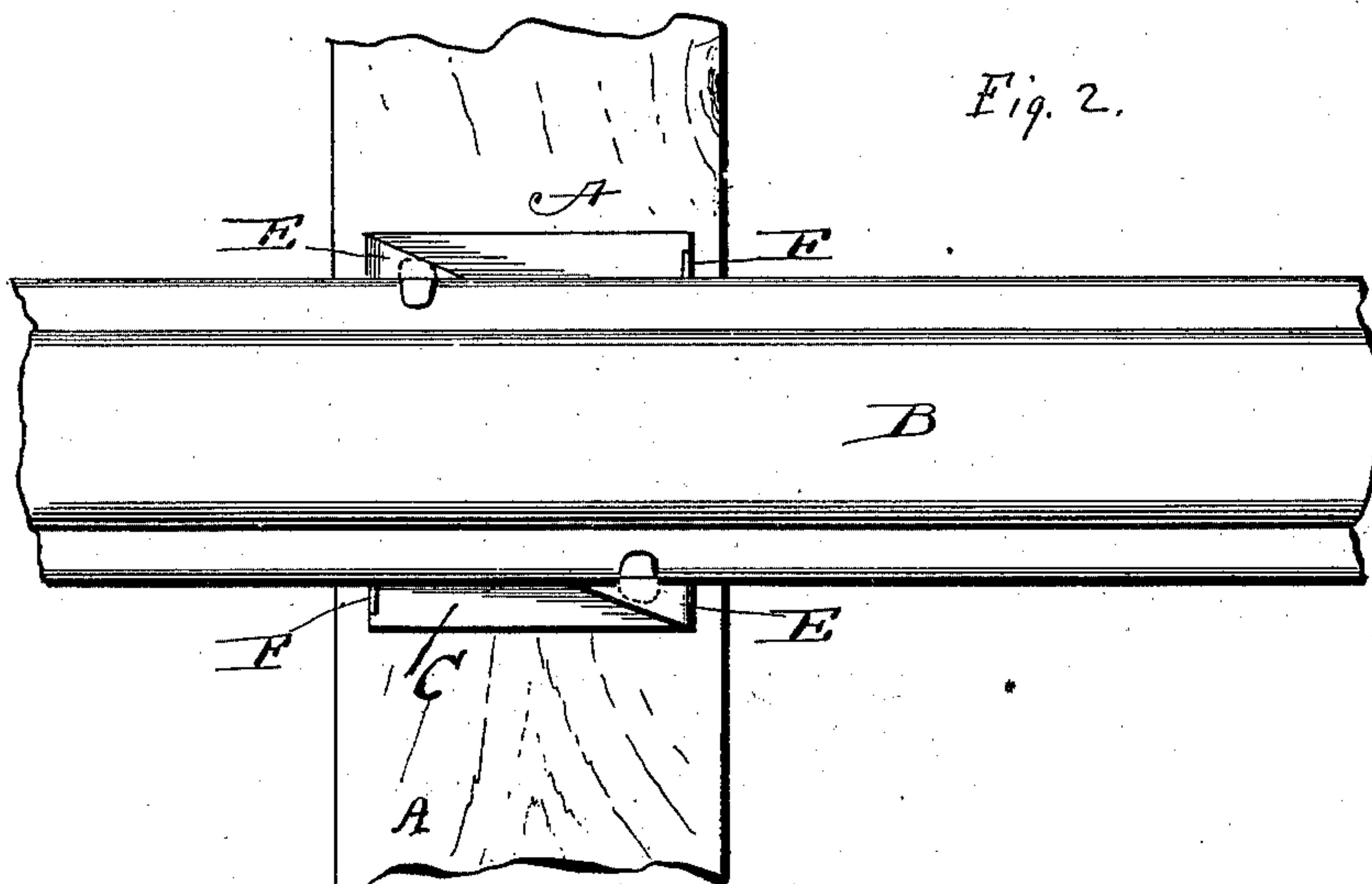
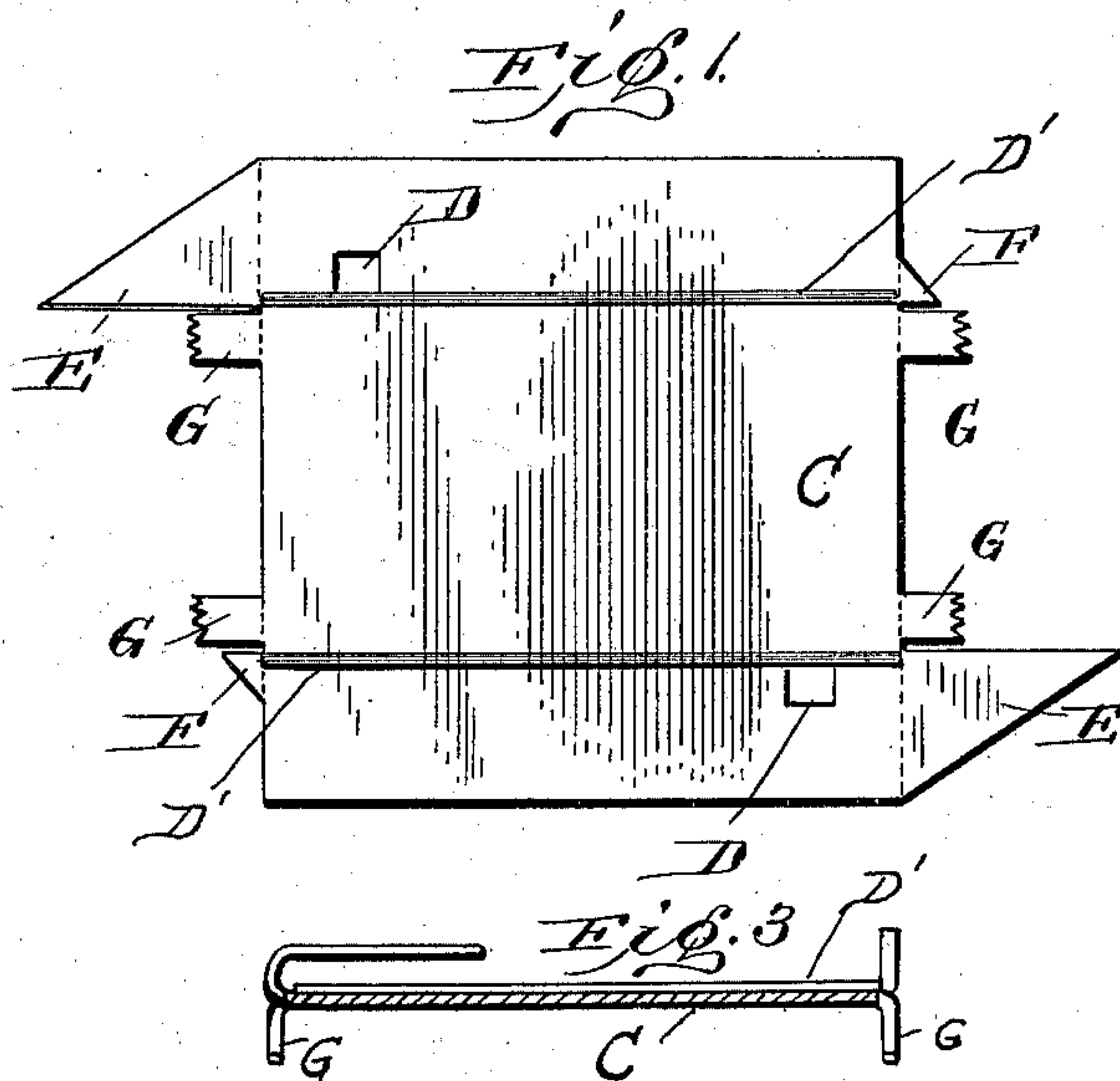
No. 691,988.

Patented Jan. 28, 1902.

R. L. UNDERWOOD & I. C. BUTTERFIELD,
RAILROAD TIE PLATE.

(Application filed June 3, 1901.)

(No Model.)



witnesses:

J. M. Fowler
Chas. J. Enack

Robert L. Underwood &
Isaac C. Butterfield
Inventors

By
R. L. Underwood Atty.

UNITED STATES PATENT OFFICE.

ROBERT L. UNDERWOOD AND ISAAC C. BUTTERFIELD, OF FOSTORIA, OHIO,
ASSIGNORS, BY DIRECT AND MESNE ASSIGNMENTS, TO ROSS E. CROCKER
AND FRANK J. SIBLEY, OF FOSTORIA, OHIO.

RAILROAD-TIE PLATE.

SPECIFICATION forming part of Letters Patent No. 691,988, dated January 28, 1902.

Application filed June 3, 1901. Serial No. 62,925. (No model.)

To all whom it may concern:

Be it known that we, ROBERT L. UNDERWOOD and ISAAC C. BUTTERFIELD, citizens of the United States, residing at Fostoria, in the
5 county of Seneca and State of Ohio, have invented new and useful Improvements in Railroad-Tie Plates, of which the following is a specification.

Our invention relates to improvements in
10 railroad-tie plates; and the object of our invention is the provision of a plate which will form a perfect seat for the rail upon the tie and which will cover the head of the spike and prevent it from working loose and which
15 plate will be of simple, inexpensive, and practical construction.

To attain the desired objects, our invention consists of a railroad-tie plate embodying novel features of construction and combination of parts, substantially as disclosed
20 herein.

Figure 1 represents a plan view of the blank which composes our plate; and Fig. 2 represents a top plan view of the rail, tie, and plate,
25 with the rail resting in the plate. Fig. 3 is a cross-section of the tie-plate.

In the drawings, A designates the tie, of well-known construction.

B designates the rail, and C designates our
30 novel supporting and securing plate.

Our plate is made from a blank of metal of substantially rectangular shape and is formed

with the openings D to receive the spikes, the ridges D', the adjacent flaps E, adapted to be bent down to cover the heads of the spikes, 35 the lugs F, which form guides to hold the rail in proper position, and with the barbed lips G, which enter the tie and hold the plate from movement.

From the foregoing description, taken in
40 connection with the drawings, it is evident that we provide a tie-plate which forms a perfect seat for the rail and which will make a lasting and efficient support and will very
45 much extend the life of the tie, and also that the plate, being of simple and inexpensive construction, will insure a practical device.

We claim—

A railroad-tie plate formed of a metal blank and having spike-openings, longitudinal
50 ridges one near each edge, oppositely-disposed flaps to cover the spike-heads, longitudinally-extending barbed lips to enter the tie, and lugs extending from the body portion of the
55 plate adjacent to said lips at the ends opposite the said flaps, all substantially as shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

ROBERT L. UNDERWOOD.
ISAAC C. BUTTERFIELD.

Witnesses:

D. J. BECKMAN,
CHAS. G. MYERS.